Illinois Traffic Records Coordinating Committee
June 26, 2006

Division of Traffic Safety: Mehdi Nassirpour, Mike Stout, Sandy Klein, Karen Magee, Mary Ann Paulis, Joyce Schroeder, Lori Midden, Susan Fitzgerald, John Werthwein, Susan Fitzgerald, Jessica Baker, Gene Brenning, Kris Boyer
IDOT: John Webber, Mark Kinkade, Priscilla Tobias, Roseanne Nance, Mike Gillette
NHTSA: George Ferris
ISP: Deb Garde, Jeff Darko, Sherri Akers, Richard Roderick, Kirk Lonbom
IL Tollway: John Benda
Data Nexus: Robert Scopatz
IDPH: Evelyn Lyons
EMSC: Dan Leonard
SOS: Connie Satlar, Paul Yonker
Chzh Hill: Athreya Sreeivasan, Kim Kolody
Grundy County Highway: Craig Cassem
FHWA: Mike Staggs

Mike Stout opened the meeting with introductions. He announced he wants to meet every other month and set the next meting for August 21, 2006. The minutes were approved. John Webber moved and Kirk Lonbom seconded.

Mike then discussed the Traffic Records Assessment which was held May 1-5 in Springfield. All committee members were previously sent copies of the draft report.

Mike then introduced Bob Scopatz from Data Nexus who gave a presentation on the assessment as well a draft strategic plan (copy attached). Bob discussed, in depth, the concept of a Traffic Record Clearinghouse-an IDOT idea which is very important.

Traffic Records Clearinghouse
1. TRCC coordinate it
2. Traffic records inventory
3. Catalog of reports/resources
4. Expand IDOT ITD warehouse concept
5. Provide reports & data analysis support
6. Update inventory & catalog (ongoing)

Bob discussed the importance of revising plan, prioritizing projects, completing the"action item table"; plugging any gaps to be ready for the Section 408 funding.

Mehdi asked about Traffic Records 101. Bob explained that this is a teaching tool and the modules can be accessed at www.trafficrecords101.net. Mehdi ask how do we move from a strategic plan to specific program development – would it be the action plan. Bob was asked how do we take current planning using the four subcommittees.

Bob suggested:

1. decide if there are other things missing
2. add, edit and put in right sequence
3. every action line is a project
4. prioritize every full committee meeting.

The Subcommittees presented their reports.

Human Factors – Mehdi Nassirpour presented in Sandy Klein's absence

1. Developing Fact Sheets on Traffic Safety Issues—IDPH and DTS staff worked together to develop short summary fact sheets on several traffic safety related topics, such as overall fatalities and injuries, occupant protection, alcohol, young drivers, and so on. The first drafts are being reviewed for accuracy and consistency. We hope to finalize them by the end of August 2006.

2. To gather information on BAC levels for those who were injured or died in motor vehicle crashes. The main source of the data for the BAC will be the Trauma Registry Data which is located at IDPH. We have received the 2002 and 2003 data from IDPH

3. Motorcycle casualties—This is a high priority area at NHTSA since the motorcycle fatalities and injuries at both national and state levels have been increased substantially.

4. Gather information on Cell Phone Use as a driving risk factor—We are planning to gather this information through our annual safety belt observational survey in June 2007.

5. Gather information on fatigue and drowsiness—they are considered two major risks factors in motor vehicle crashes. The only information and data we can get is through telephone surveys.

Long Term Goals

6. Crash involvement of young novice drivers with previous crash and citation records—this project will be accomplished through data linkage which is part of the CODES grant sometime after January 2007.

7. Develop a DUI tracking system in Illinois—this is an important project and requires a lot of coordination of several state and local agencies. We have discussed this with Marti Belluschi who coordinates the Governor's Alcohol Task Force.

Engineer Factors – Priscilla Tobias

1. Subcommittee Membership – Broadened the representation to include representation From the IDOT Districts (Districts 3, 5, and 6), Toll way, the County Engineers, and Consultants. In addition, two additional representatives from the Division of Traffic Safety were invited to become members. This representation brought a broader perspective from the various users of the data.

2. Federal Transportation Bill SAFETEA-LU requirements regarding the Highway Safety Improvement Program (HSIP). These included:

   a. The HSIP focuses on reducing fatal and serious injury crashes on all public roads through effective engineering solutions. The newly developed policy will require five years of crash data be used for analysis compared to the previous three years. This is based on national recommendations.

   b. The DOT is required to report the top 5% public roads with the most severe safety needs, an assessment of potential remedies, estimated costs associated with those remedies, and impediments to implementation other than cost with respect to these locations. This report shall be submitted to the USDOT annually and shall be placed on the USDOT public website.

c. The DOT is required to submit an annual report to the USDOT describing the HSIP implementation, the effectiveness of the engineering improvements towards contributing to the goals to reducing fatalities and serious injuries. This report shall include the High Risk Rural Roads Program (HRRRP).

3. The Work Zone Safety and Mobility Federal Rule will require the DOT and local agencies to consider the impact of work zones/construction projects on the safety and mobility of motorists. This will require crash data, traffic growth, and other such data on network basis. In the northeast region of the state, there are multi-jurisdiction data sources. Should we consider proposing a study to look at a regional plan for a regional data warehouse?

4. The HSIP policy, engineering data needs, and the directive from Secretary Martin--focus on fatalities and serious injuries.

   a. The policy allows the districts three options for selecting projects; HALIS, district knowledge, and systematic improvements.

   b. The districts are wrapping up the programming of the FY 07 State Safety Program, except District 1 which has 50 percent of the dollars.

   c. The Local Safety Program increased from $740k to $8M. Projects are solicited. Available crash data is a major hurdle for the locals to be able to identify projects. The HRRR dollars are directed to the locals. Locations must be above the statewide average fatality and serious injury rates for that classification of roadway to be considered.

   d. The districts are starting the FY 08 programming cycle.

   i. HALIS is in FORTRAN and does not accept data from CIS, thus will not capture 2004 and future crash data.

   e. Solicitations for local projects will go out this fall.

5. Identified short term and long term needs.

   a. Replacement or upgrade of HALIS.

      i. Is there a software program that could replace HALIS?
      ii. Safety-Analyst: FHWA developed software.
      iii. Highway Safety Analyses training provided June 21-23. Included Safety Performance Functions. Possible solution. Karen Magee and Priscilla Tobias will attend full class and make recommendations.

   b. System-wide severe crash identifiers/multi-year program needs.

   c. Local data is critical.

      i. Local Safety Program
      ii. Training for locals.

   d. Training of staff to understand the available computer systems, capabilities, and needs.

   e. Identification of roadway characteristics that are contributing factors in severe crashes.

      i.   Implement improvements to address.
     ii.   Revise policies and procedures to correct.

Priscilla announced there will be a CHSP Safety Summit on July 19.

Information System – Mark Kinkade

ITRCC-IT Subcommittee met on May 16 and June 15, 2006.
The committee reviewed the goals and objectives of the ITRCC.

Expectations
The expectations of this group are significant. We are looking for ways to expedite the delivery mechanisms of crash data (timeliness, completeness, accuracy, accessibility, integration). The solution to the problems with crash data has several components:
    a) Crash Reporting – MCR, Electronic Data Exchange, etc. Are there other ideas?
    b) CIS – Implemented
    c) Data Warehouse
    d) GIS Analysis & Reporting Tool

What's the Problem?
Crash data (500,000 crash reports) is slow arriving (85 percent snail mail) and labor intense/costly to enter.
    1. Data Analysis – Reliance on IT staff.
    2. Sharing Data w/county officials is non-existent.
    3. Data from other agencies is not integrated.

How do we achieve Secretary Martin and Director Stout's goal of 70% of the crash reports by December 31, 2007?
    a)SWOT Analysis.
    b)Continue to Promote MCR
    c)Electronic Data Exchange – Chicago Example.
    d)Grant Money?
    e)Team Went to Michigan to see additional options.

County Needs – Validated!

Mark is looking at grant funding-working with Traffic Safety. We all recognize that some counties do not have access to good crash data. Traffic Safety is developing a short survey to determine levels of technology statewide.

Data Quality – Mary Ann Paulis

Areas represented: Trauma Injury Registry (IDPH); Emergency Medical Services Database (IDPH); Data Capture (ISP); Crash Information System (IDOT); Vital Records (IDPH); Vehicle/Drivers Records (SOS); Data Analysis/Reporting (IDOT).

Sub-Committee Goal: Ensure that complete, accurate and timely traffic safety data are collected, analyzed and made available for decision-making to reduce crashes, deaths and injuries on Illinois' highways.

Short - Term Action Plan:

1. Improve MMUCC* Compliance: Overall data element compliance is high (102 of 111 elements captured). Of the three data types, Collected, Derived and Linked, an emphasis on Linked could be our focus with 7 of the 9 missing elements in this category.

2. Reduce the number of "not stated" or "unknown" values. Stress certain element capture during MCR/ law enforcement training (e.g., most harmful event; citations).

3. Expand committee membership to include a representative of local law enforcement.

Mid - Term Action Plan

4. Obtain and integrate into CIS, a VIN decoding program, to help identify vehicles, particularly truck size and model.

5. Endorsements/drivers status – display when queried

6. Obtain specifications from SOS to send electronic file of Property Damage Only Crash data (to eliminate entry at SOS)

7. Provide access to crash data via online data warehouse.

8. Develop data accuracy/data quality metrics reporting tools. Per results, take corrective action – contact LE agencies having data quality, accuracy or timeliness issues; add/modify online editing.

Long - Term Action Plan

9. Pursue online &/or batch assistance in drivers license number validation

10. Obtain software to assist in validating VINs

11. Obtain copies of Lab Findings from ISP forensic lab; encourage/increase testing by coroners

12. Expand CIS include drug data.

13. Pursue access to pre-hospital & trauma data.

14. Obtain death certificate data via DPH online system (once implemented).

15. Develop automated mechanism to fatal databases (Fast Fars & F Desk)

John Webber suggested that we may need to restructure the subcommittee.

Mehdi discussed various data requirements.

1. Alcohol area is very important. How do we get BAC data for injuries? Trauma registry is a source for data.
2. We are closer to linking data to hospitals which will increase BAC information.
3. How do we collect information on cell phone usage—observation survey?
4. Fatigue and drowsy driving information needs to be surveyed.
5. Motorcycle casualties are NHTSA's #1 priority but we have limited information on the health care side of injury, helmet, cost

Long term: develop DUI tracking system in Illinois (recommended in assessment). Work with IDPT on how to produce fact sheets for our programs, i.e., DUI, OP, motorcycles. Mehdi distributed an example of a fact sheet.

John Webber handed out an example of a MOU document. He asked the question, do we need to establish an executive committee for CHSP committee? Mehdi offered that at the recent CODES meeting, they suggesting keeping CODES and ITRCC executive committee separate. John Benda suggested keeping ITRCC separate from CHSP to keep identity. Priscilla said that the ITRCC is the implementation team for the CHSP. John Webber suggested that each member take this question back to their agency for determination.

John Webber discussed that we have 12 months to effectively complete the 408 grant. By the August meeting we should have a chance to review the Data Nexus plan, develop MOU, etc. By October we should complete the plan. December will be the deadline to finish strategic plan as well as future plans that are identified, ex, IT.

We are looking for ways to simplify the group. Do we need to have 4 subcommittees or do we continue? Are the items in the plan correct or do we need to change? We need to gather input from all agencies—ask if this is the correct way to go or do we need changes. John will keep members informed.

George Ferris congratulated the committee on the progresss.

Mike Staggs likes the discussion on activity items. It makes sure we continue making programs.

John reminded the group—strategic plans must be implemented but are rarely finished. At 50% you start moving and must always be willing to change.

Mike Staggs reported that more agencies are eager to get data.

John Webber and Norm Stoner discussed as goals are integrated, we can move forward and make roadways safer. Norm Stoner cautioned that we must not set goals too low.

Next meeting: August 21, 2006
                9:00 – noon
                Traffic Safety Annex, 4th Floor